

Memorandum



To: Roger Healy

Date: 8/24/01

From: Mark Dalton

File #: 07072-144

Subject: Relocation Impacts

HDR investigated the proposed locations of the Gravina Access Project alternatives C3(a), C3(b), C4, D1, F3, G2, G3, and G4 to identify relocations required by the project that would be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The project alternatives were mapped on Ketchikan Gateway Borough parcel maps to determine which properties would be affected by construction of roadways and other project facilities. This memo identifies residential and business properties that would require relocations as a result of development of the proposed alternatives.

Alternative C3(a) would require acquisition of right-of-way from properties containing a bank and car dealership at the intersection of Tongass Avenue and Signal Road, but would not require acquisition of the structures or relocation of the businesses. Some of the parking area for the bank and the car dealership would be reduced as a result of this alternative. Along the hillside parallel to Tongass Avenue, the construction right-of-way would require acquisition of small residential properties along Baker Street North and Bucey Avenue North, but no relocation of residences. At the location of the alignment's crossing of Tongass Avenue, one residence would likely have to be relocated. The proposed alignment of Alternative C3(a) would not require relocation of any other residences or businesses.

The alignment of **Alternative C3(b)** would follow the same general alignment as C3(a), except where it crosses Tongass Avenue. The different configuration of the alignment in its approach to the bridge crossing would require more right-of-way within the residential area of Baker Street North and Bucey Avenue North along the hillside parallel to Tongass Avenue. The construction right-of-way would encroach upon residential properties and would require the relocation of two residences on the hillside. The proposed alignment of Alternative C3(b) would not require relocation of any other residences or businesses; however, as with C3(a), Alternative C3(b) would require right-of-way but no relocation of the bank and car dealership at the intersection of Tongass Avenue and Signal Road.

Alternative C4 would intersect Tongass Avenue north of Cambria Drive and south of the Ketchikan Redi-mix Quarry. The intersection of C4 and Tongass Avenue would be directly north of a residential property on Tongass Avenue. The right-of-way would be

Memorandum



within the residential property and could require relocation of the residence. The right-of-way would traverse the hillside parallel to Tongass Avenue for approximately 800 meters, crossing through the approximate center of the quarry property. This location of the alignment would disrupt quarry operations and require acquisition and relocation of portions of the quarry facilities. The proposed alignment of Alternative C4 would not require relocation of any other residences or businesses.

Alternative D1 would intersect Tongass Avenue at Cambria Drive, south of the Ketchikan Redi-mix Quarry. The right-of-way at the intersection would be within the two residential properties and could require relocation of one or both of these residences. The right-of-way would traverse the hillside parallel to Tongass Avenue, north of the Cambria neighborhood, for approximately 500 meters, crossing through the quarry property. This location of the alignment would not require relocation of the existing quarry facilities, but would require acquisition of portions of the quarry property, which could affect the quarry's business activities. The proposed alignment of Alternative D1 would not require relocation of any other residences or businesses.

Alternative F3 would intersect Tongass Avenue south of the U.S. Coast Guard station in an area that is undeveloped. The proposed alignment would traverse undeveloped areas on Pennock Island and on Gravina Island before entering the airport property. The proposed alignment of Alternative F3 would not require relocation of any residences or businesses.

Alternative G2 would involve construction of a ferry terminal and parking facilities on Peninsula Point at the existing location of a Pro Mech aircraft hangar. The hangar and associated aircraft operations would have to be relocated. Access to the ferry terminal from Tongass Highway would require acquisition of right-of-way from commercial properties adjacent to the highway. Up to three commercial enterprises would have to be relocated. The proposed alignment of Alternative G2 would not require relocation of any residences or other businesses.

Alternative G3 would involve construction of a ferry terminal and parking facilities at the current location of a fast-food restaurant. This business would have to be relocated. The proposed alignment of Alternative G3 would not require relocation of any other residences or businesses.

Alternative G4 would involve construction of a ferry terminal and parking facilities adjacent to the existing airport ferry terminals on both Revillagigedo and Gravina islands. The waterfront on Revillagigedo Island in the vicinity of the proposed new ferry terminal would be used for commercial and industrial activities; however, the proposed alignment of Alternative G4 would not require relocation of any businesses. The alternative also would not result in the relocation of any residences.